

Ms. BROWNLEY. Madam Speaker, this week, the House will consider the INVEST in America Act.

This bill is a critical and transformative component of President Biden's bold action plan to invest in our Nation's infrastructure while creating good-paying American jobs and rebuilding our economy as we continue to navigate through the pandemic.

Madam Speaker, I am pleased the bill includes several of my provisions that make significant investments in building resilient infrastructure to withstand the impacts of climate change, including wildfires and floods, while at the same time putting the U.S. on a path to achieving zero emissions in the transportation sector.

The INVEST in America Act provides us an opportunity to fix our country's crumbling infrastructure while ensuring economic prosperity for America's workers and their families.

I am committed to continuing to work with President Biden and all my colleagues on both sides of the aisle to ensure these historic investments in our future come to fruition now.

This is our moment.

#### MOURNING THE LOSS OF OFFICER KEVIN APPLE

(Mr. WOMACK asked and was given permission to address the House for 1 minute.)

Mr. WOMACK. Madam Speaker, it is with a heavy heart that I rise today.

Arkansas lost one of its finest over the weekend. Pea Ridge Police Officer Kevin Apple was tragically killed in the line of duty while working to apprehend two suspects. When he approached the suspects' vehicle, he did what professional law enforcement officers do. He didn't shy away from the threat. He confronted it. And in so doing, he gave his life for his community.

It reminds us of the supreme courage displayed by the men and women in uniform and the growing dangers they face each and every day. Through his leadership, bravery, and selfless dedication, Officer Apple exemplified the best our State has to offer.

For more than 20 years, he nobly served in law enforcement. He was a protector and demonstrated the principled integrity the badge requires. This heart for service was at the core of his character. Past his uniform, he was known as a good neighbor who was always willing to help others.

Arkansas will never forget his service. I join Mayor Jackie Crabtree and Police Chief Lynn Hahn; his mother, Dalene Hart; stepfather, Richard White; and brother, Kyle Hart, in mourning his loss.

The Third District of Arkansas was blessed to have such a dedicated hero keeping us safe. We will always keep his memory alive.

#### AMENDMENTS 87 AND 89 TO THE INVEST IN AMERICA ACT

(Ms. CASTOR of Florida asked and was given permission to address the House for 1 minute.)

Ms. CASTOR of Florida. Madam Speaker, there is good news. The Congress intends to invest in America through passage of a landmark surface transportation and infrastructure package. This is what President Biden challenged us to do, and we will follow through.

It also comes one year after the House Select Committee on the Climate Crisis made landmark recommendations to solve the climate crisis and expand clean energy through a clean energy action plan to cut greenhouse gas pollution, to reach net zero as soon as possible, follow the science, improve our health, and make our communities more resilient to costly climate fuel disasters.

Madam Speaker, over the past year, we have already passed 250 recommendations here in the House and turned 100 of them into law. But now we are going to build on that progress through the INVEST in America Act.

It is the most climate-forward transportation bill in the history of the Congress with record investment in public transit and rail; investments to make roads and bridges more resilient; record investment in electric vehicle charging stations, pedestrian and bicycle trails; progress on environmental justice, clean air, and clean water.

This is good news, indeed.

#### MANAGING OUR FORESTS

(Mr. LAMALFA asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. LAMALFA. Madam Speaker, radical environmentalists have weaponized the Endangered Species Act and the National Environmental Policy Act, known as NEPA, and are using frivolous lawsuits to block nearly every management project or salvage sale after fire that the U.S. Forest Service proposes.

This has helped result in over 68 million acres of forest land burned in the last decade and over 10 million acres just in 2020 alone.

I am pleased to see President Biden today is speaking about how to address wildfires. One important component I hope he will look into and help rectify is we desperately need to rectify the litigation and the amount of stoppage of forest management that is the result of environmental groups.

These groups have worked very hard to advance the false scenario that climate change is somehow responsible for the increasing vulnerability of forests. This is flatout false. The truth is that the decline of responsible timber harvesting and the lack of active management are undeniably the real culprits.

In California, most forest types historically had, in the past, about 64 trees per acre. They now sit at an average of over 300 trees per acre. Indeed, too much inventory.

We need to get back to basics and manage our forests and help prevent this fire problem.

#### INVEST IN AMERICA ACT

(Mrs. LURIA asked and was given permission to address the House for 1 minute.)

Mrs. LURIA. Madam Speaker, I rise today in support of the INVEST in America Act.

I am pleased that this bill includes funding for projects that are critical to our community in coastal Virginia.

The parallel Chesapeake Bay Bridge-Tunnel will expand to four lanes, will make the roads safer, and reduce traffic. Updating Tidewater Drive in Norfolk will facilitate access to Norfolk Naval Station, the world's largest Navy base.

The funding will create a much-needed evacuation route for the Sandbridge community and Virginia Beach in the event of flooding or extreme weather, which happens more frequently due to climate change.

This bill will also fund the replacement of aging buses that serve Hampton Roads Transit.

Madam Speaker, finally, the INVEST in America Act will fund planning for the Craney Island Marine Terminal, connecting Route 164 with the Commonwealth Railway that services the Port of Virginia, which is responsible for one in nine jobs in the Commonwealth.

Members of Congress must be responsible stewards of taxpayer dollars, and I advocated for these projects that will support our constituents. Investing in infrastructure strengthens the backbone of our economy, keeps America running, and puts a down payment on the future.

Madam Speaker, I urge my colleagues to join me in voting for these critical projects.

#### FAIR REPAIR ACT

(Mr. MORELLE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. MORELLE. Madam Speaker, today, I rise in support of a simple concept: A consumer's right to repair the goods they own.

For too long, large corporations have used embedded technology to prevent small business owners and everyday Americans from repairing their own equipment. This needs to change, which is why I am proud to introduce the Fair Repair Act to put power back in the hands of consumers where it belongs.

The concept behind this is as old as it is simple: if you own something, you own all of it, including the right to repair it.

This pandemic has magnified our need to be self-reliant and have the ability to repair our own devices, especially when large retailers are forced to shutter.

My bill will guarantee consumers and small businesses that right by requiring manufacturers to make diagnostic repair information, parts, and tools readily available rather than forcing individuals to go to an original equipment manufacturer.

This commonsense legislation will help make technology repairs more accessible and affordable for items from cell phones to laptops to farm equipment.

Madam Speaker, I look forward to working with my colleagues to bring this legislation to the floor and finally give individuals the autonomy they deserve.

**PROVIDING FOR FURTHER CONSIDERATION OF H.R. 3684, INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA ACT; AND FOR OTHER PURPOSES**

Mr. DESAULNIER. Madam Speaker, by direction of the Committee on Rules, I call up House Resolution 508 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

**H. RES. 508**

*Resolved*, That during further consideration of the bill (H.R. 3684) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, pursuant to section 6 of House Resolution 504—

(a) after debate, each further amendment printed in the report of the Committee on Rules accompanying this resolution not earlier considered as part of amendments en bloc pursuant to subsection (b) shall be considered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, may be withdrawn by the proponent at any time before the question is put thereon, shall not be subject to amendment, and shall not be subject to a demand for division of the question; and

(b) it shall be in order at any time after debate for the chair of the Committee on Transportation and Infrastructure or his designee to offer amendments en bloc consisting of further amendments printed in the report of the Committee on Rules accompanying this resolution not earlier disposed of, and such amendments en bloc shall be considered as read, shall be debatable for 20 minutes equally divided and controlled by the chair and ranking minority member of the Committee on Transportation and Infrastructure or their respective designees, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

SEC. 2. All points of order against the further amendments printed in the report of the Committee on Rules or amendments en bloc described in subsection (b) of the first section of this resolution are waived.

SEC. 3. It shall be in order without intervention of any point of order to consider con-

current resolutions providing for adjournment during the month of July.

SEC. 4. The provisions of section 202 of the National Emergencies Act (50 U.S.C. 1622) shall not apply during the remainder of the One Hundred Seventeenth Congress to a joint resolution terminating the national emergency declared by the President on March 13, 2020.

SEC. 5. House Resolution 188, agreed to March 8, 2021 (as most recently amended by House Resolution 403, agreed to May 18, 2021), is amended by striking “July 1, 2021” each place it appears and inserting (in each instance) “July 30, 2021”.

The SPEAKER pro tempore. The gentleman from California is recognized for 1 hour.

Mr. DESAULNIER. Madam Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentleman from Pennsylvania (Mr. RESCHENTHALER), pending which I yield myself such time as I may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

**GENERAL LEAVE**

Mr. DESAULNIER. Madam Speaker, I ask unanimous consent that all Members be given 5 legislative days to revise and extend their remarks.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

Mr. DESAULNIER. Madam Speaker, on Tuesday, the Committee on Rules met and reported a rule, House Resolution 508, to provide for further consideration of H.R. 3684, the INVEST in America Act under a structured rule.

The rule makes in order 149 amendments and provides en bloc authority to the chair of the Committee on Transportation and Infrastructure.

The rule also allows for consideration of concurrent resolutions providing for adjournment during the month of July, and provides that the provisions of section 202 of the National Emergencies Act shall not apply for the remainder of the 117th Congress to a joint resolution terminating the national emergency declared by the President on March 13, 2020.

Lastly, the rule provides for recess instructions, suspension authority, and same-day authority through July 30, 2021.

Madam Speaker, our roads and bridges are crumbling before our eyes, and our public transportation systems are suffering drastically from reduced ridership during the pandemic. With these challenges comes a great opportunity. Our country can use this unique once-in-a-generation opportunity to reimagine and rebuild our community in America's transportation systems and build back better.

As a former member of the California Air Resources Board and a former chair of both the State Assembly Transportation Committee and the State Senate Transportation Committee and a former member of the Bay Area's MPO, I have spent my career focused on the transportation sector and reducing

greenhouse gas emissions and other pollutants to help fight against climate change.

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In my 30 years of public service, never has the time been more ripe to seize this opportunity to reimagine and reinvest in America's transportation infrastructure.

The INVEST in America Act offers a new approach to Federal transportation policy by emphasizing fixing our existing roads and bridges first and making record investments in passenger rail, public transit, cycling and walking infrastructure, and zero-emission options while creating safer, more connected communities for all Americans. This bill would also help create millions of jobs that cannot be exported.

Thanks to strong Buy American provisions and labor protections, including Davis-Bacon, the work will be fueled by American workers, manufacturing, and ingenuity, with targeted investments in rural and underserved communities.

Madam Speaker, our country badly needs the investments outlined in this bill. Over 40 percent of America's roads are in poor or mediocre condition, according to the American Society of Civil Engineers. In fact, our roads have a D rating, and American motorists are forced to pay over \$1,000 every year in wasted time and fuel as a result of our failure to act.

In my own State, California's infrastructure does not fare any better. We have a C-minus rating overall, with a D rating for roads and a C-minus for bridges and transit, in spite of California voters voting over and over again to tax themselves to invest in our infrastructure.

Not only is the problem of crumbling infrastructure a detriment to our economy, but it is dangerous to public safety. Over 36,000 Americans die on our Nation's roadways every year. The INVEST in America Act directs \$343 billion to roads, bridges, and safety programs, with record levels of investment in walking and cycling infrastructure, complete streets planning and smarter road design, and safe routes to schools.

This transformative bill also directs Federal investments in transit and rail and reimagines our national transportation policies. Public transit is essential to everyday living in communities across the country, providing access to jobs, schools, healthcare, and childcare.

Currently, there is a \$176 billion transit backlog, and transit ridership, of course, is declining because of COVID-19. These issues, if not addressed, stand to further increase congestion, hamper the economy, worsen air quality, and disproportionately affect underserved communities.

The INVEST in America Act provides \$109 billion for transit to create a safe and reliable transit system that ensures every American, including those